From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: n5off@w5ddl.aara.org
Subject: 1610 Kcs Coverage in car
Message-ID: <225345@w5ddl.aara.org>

Dave wrote:

Most of the synthesized radios made go
up to 1610 (for TIS stations) and that's it. Putting the station on
1610 lets people with existing AM broadcast band radio sets listen to
it.

Actually Dave, most new cars have radios which go up to about 1710.
I rent many cars while on the road, and most go up this high.
What I hate is the FM's that only go to 88.1 Mcs (cuts out TV6).

73 de tom

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: aa4rm%amos.UUCP@mathcs.emory.edu (Marty)
Subject: a GI OS-4 scope - info out there?
Message-ID: <9511141046.AA02048@amos.YP.mystnite>

This's an early triggered scope set up as a radar range calibrator.

As a 50s kid I had a TS-2XX??? Sperry synchroscope that I got on spot bid
out of Wright-Pat. This was probably out of the first family of
triggered scopes & I can't remember where my Sperry went. But this
OS-4 is probably a '49 or '50 design & this time I'd like to save one in
working condx.

Any manual or knowledge info'd be appreciated.

TIA,

Marty

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: penson <penson@geom.umn.edu>
Subject: Bernie/SB-102 parts
Message-ID: <199511131903.NAA12868@geom.umn.edu>

Bernie:

I have the parts. Please post your snail mail address and I will ship them off.

Upon getting into the 101 I discovered that two part were missing. These are the bushing through which the main tuning shaft connects to the knob, and the little "pulley" that engages and turns the main tuning dial. Anyway, you are getting the critial pieces. Since I was unaware that these parts were missing, perhaps $15 would be more reasonable.

Oh one more thing. I discovered that a slide switch had been soldered to the metal flange that mounts the upper dial window to the LMO body. I did not remove this, but it should not pose a problem.

Chuck

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: mack@mails.imed.com
Subject: Re:Caddilac Ranch
Message-ID: <9510138163.AA816307581@mails.imed.com>

I lived 3 blocks from this place when I was in high school and college. Stanley Marsh is a certified nut case! He has strange ideas about art from my point of view, but P. Picaso might just have agreed with Stanley. BTW the cars are just put in the dirt if I remember correctly. Too bad, there isn't any high tech industry in Amarillo. I'd go back in a heart beat!

I find myself in both camps (museum curator and useful modifier) when it comes to preserving the past; both radios and automobiles. Most BA autos and radios are of very little utility for REAL use today. The parts are hard to find to keep in good working order and if you replace a leaky black cap with a modern equivalent, is it still stock? Unfortunately, you don't have a choice to make a working period piece.

I find that to really use and appreciate any old equipment in every day use that some accomodations of modern technology must be made. I just this past weekend started to restore a Kenwood R599A/T599A that are in that bridge period between REAL boat anchors and all solid state. I had forgotten how much progress has been made in performance over the past 30 years.

Ray Mack
WD5IFS
mack@mails.imed.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Duncan Cadd <dcadd@luc.ac.be>
Subject: choke psus etc
Message-ID: <9511140959.AA16729@alpha.luc.ac.be>

Greetings, Anchorites, from a dull but dry Diepenbeek in N.E. Belgium!

>>Since the voltage on the capacitor cannot change instantaneously either,
>>you have a LC circuit. The damping will depend on the value of the
>>output resistance.

>Exactly. And since the resistance (with SSB) is varying all over the place,
>so is the damping. Not a desirable situation, in my opinion.

Maybe the answer is to follow old-time practice and stick a suitably-rated bleeder resistor, I've seen anything from 10k to 50k depending on power output/ the constructor's personal fetish, across the voltage output. That at least will provide some damping at ALL levels of current draw and as the OTs found improves regulation significantly, whether the psu is choke OR capacitor input. Plus, it adds more of that authentic BA warmth to the shack 8-)

Just my Belgian frank's worth.
73,

Duncan ON9CHU / G0UTY   G-QRP 8117

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Michael.J.Knudsen@att.com
Subject: Re: experimental 1610kHz AMer
Message-ID: <9511132151.AA02145@bock.ih.att.com>

I do some BC DXing and like to keep abreast of such news items. In fact I check regularaly to see if the new band extension from 1630 thru 1710 shows any signs of life. So far, none.

I'm a little confused about experimental station at 1610 KC. That's long been used (along with 530 KC at the other end) for low-power tape loop broadvcasts of highway conditions here in Illinois.

And 1620 is used around here for municipal tape-loop info broadvcasts that allegedly will tell you whether the sirens you just heard are for tornado, air raid, or Roseanne going off her diet.

So the experimental or new stations will be going on 1630 and up.

I think the intent was just to have a place to put new small-town stations, not anything special, but I could be wrong and "intent" changes pretty fast where the FCC is involved these days.

Anyway, I'm grateful for your post. 73, mike k w9nrd

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Michael.J.Knudsen@att.com
Subject: Re: experimental 1610kHz AMer
Message-ID: <9511132152.AA02149@bock.ih.att.com>

Oops, I think the extended AM-BC band is also intended
for experimental DIGITAL radio broadcasting.
SOmething that really belongs on a satellite.... mike k w9nrd

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: "David W. Barts" <davidb@ce.washington.edu>
Subject: Re: experimental 1610kHz AMer
Message-ID: <199511140125.AA096392321@atlas.ce.washington.edu>

Bob Roehrig writes:

> On Fri, 10 Nov 1995, Terry O'Laughlin, RM:7135, #:6-6667 wrote:
>
> > Is there any interest in this information out in BA land? There are
> > a number of stations experimenting with the AM BCB extension to
> > 1705kHz. The info comes form "Airwaves" a radio related computer
> > digest.
> >
> Hi Terry, yes, I am interested in such things. Be interesting to see
> if I can hear it in Illinois, what with the TIS stations near Chicago
> on 1610. They could have picked a better freq to start with on the band.

Actually, they couldn't have. Most of the synthesized radios made go up to 1610 (for TIS stations) and that's it. Putting the station on 1610 lets people with existing AM broadcast band radio sets listen to it.

--
David Barts N5JRN | UW Civil Engineering, Box 352700 | Seattle, WA 98195-2700
davidb@ce.washington.edu | http://www.ce.washington.edu/~davidb

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: "William C. Robbins" <billrobb@serv01.net-link.net>
Subject: FS:Heath Manuals

Message-ID: <199511140014.TAA08496@serv01.net-link.net>

After posting the list of Heath manuals for sale, many of you requested "already spoken for" one-of-a-kind manuals. Many of these are still here because the people have not sent their money.

If you wanted a manual that was previously taken, please let me know and I'll get back to you on its status.

Please notice that the burden is on you inasmuch as I would not dare to post the list again.

Bill.

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: don merz <71333.144@compuserve.com>
Subject: Harold beverage Interviewed
Message-ID: <951113224421_71333.144_DHB54-8@CompuServe.COM>

The Pittsburgh Antique Radio Society is a cute little club that publishes some neat stuff from time to time. The latest is a monograph that contains an interview with Harold Beverage. Beverage is fascinating because

aside from the antenna that he designed--he worked for Alexanderson and knew virtually everyone in early radio including Marconi, de Forest, Armstrong, Sarnoff and all the other big names.

This is worth a read--order your copy for just $5 PPD from PARS, 506 E. Wheeling Street, Washington, PA 15301.
I don't think this has ever been published anywhere before. The interview was done by a PARS member in 1979 and tape recorded. The tape was just recently found and transcribed. Neat stuff!
73, Don

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: n5off@w5ddl.aara.org
Subject: HRO's and ENIGMA on CBS
Message-ID: <225349@w5ddl.aara.org>

Sunday Morning had a good little feature on the ENIGMA machine yesterday. Good film of HRO's and ENIGMA machines close up.

Bite the bullet, and see if your brother-in-law taped the program.
It is worth a look.

Also "Air Force" with Jimmy Stewart was on TNT yesterday. Lots of
good B-36 interior BA scenes.

73 de tom

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Norm Flasch <flasch@cushy.eecs.nwu.edu>
Subject: Re: HRO's and ENIGMA on CBS
Message-ID: <199511141414.IAA07006@cushy.eecs.nwu.edu>

>
> Sunday Morning had a good little feature on the ENIGMA machine
> yesterday. Good film of HRO's and ENIGMA machines close up.
>
 (snip)
>
> 73 de tom
>

Judy woke me up Sunday morning with "Look Norm, there are some old
radios". Sure enough, they did a quick sweep of several BA receivers.
A National with the big rotary dial and what I believe was a SX-28.
Had I been more awake at the time, I could have identified more.
Still, a nice Sunday morning eye-opener. Very good piece on the
ENIGMA. PBS did a program on this too, a couple of years ago.

--
Norm Flasch   flasch@eecs.nwu.edu   Northwestern University
          Electrical Engineering and Computer Science

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)
Subject: Re: juke box
Message-ID: <9511140006.AA23975@mirage>

JOHN WM. M. RUSSELL writes:
>
> have just acquired a Wurlitzer 600 (1938) jukebox.

Disclamer: I'm not a wurlitzer man. Think the 600 was a series, ie
models were 616, 651, 670, 671, etc. If your are rather sure of the
date the 616 maybe what you are looking for (made in an AC and a DC
version) A tube line up would help, also power xformer?

Al Marshall   "Real Radios Glow in the Dark"   almarshall@acm.org

As nightfall does not come at once, neither does oppression. In both instances, there is a twilight when everything remains seemingly unchanged. And it is in such twilight that we all must be most aware of change in the air--however slight--lest we become unwitting victims of the darkness.
Justice William O. Douglas

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: KW2000B Cleanup
Message-ID: <199511131817.MAA09961@dlep1.itg.ti.com>

Greetings,

I've been waiting to post this until I'd completely finished cleaning up the KW2000B, but I seem to have multiple projects running in parallel now (not all BoatAnchors) and it may be a while before I get to put the finishing touches on the KW2000B. Thanks to all those who provided info and help on the KW2000B.

The little British made SSB transceiver semi-clone of the KWM2 needed the following done to it:

1.) The H.V. power supply 110/220 jumper plug turned out to be corroded and open. Repair involved running a jumper wire through the center pins of the plug. Externally, the jumper looks like it belongs there even if it's not original.

2.) A 10 watt power resistor in series with the high voltage transformer secondary going to the voltage doubler was open. Years of heat had long since destroyed all markings so I guesstimated the value at 25 ohms.

3.) Four or five powdered iron coil and transformer cores were shattered in place and unadjustable. After being unsuccessful at locating an exact replacement, I opted to leave three of them in place and tune the rest of the transceiver around them. This approach appears to have worked. Two of the cores left shattered in place are in wideband transformers, so are not critical, and the other was in one of the 40 meter tuning sections. I substituted a somewhat smaller core held firmly in place with a section of ty-wrap in the other 40 meter tuning section.

4.) Removed an extra powdered iron core from the balanced modulator transformer. Apparently a previous owner managed to find an additional core of the appropriate size even though this transformer was not supposed to have one! The balanced modulator had been worked on previously as the diodes had obviously been replaced. Some additional work here is probably indicated since the capacitor adjustment tunes all the way to one extreme, but more than 40 dB or carrier rejection is obtained as-is.

5.) Retuned everything. A previous owner had a bad case of tweak-itis. Everything was very badly out of adjustment. The only thing I remember not out of adjustment was the HF oscillator coil cores which were all still cemented in place.

6.) The main frequency tuning vernier slipped badly. Pulled the vernier off and noticed that a previous owner had used very light weight oil in it (3-in-1 probably). So I packed the vernier with significantly heavier grease (wheel bearing grease) and installed the assembly back on the transceiver. It now tunes very smoothly. The vernier, incidentally, appears to be the same type as used on the Swan 500, but now the KW2000B's tuning operates more smoothly than the Swan 500 I've got. If anyone knows something better to use than wheel bearing grease for this, I'd like to know about it.

7.) One of the RF amplifier tubes (6EH7 I believe) developed a grid to cathode short. Until I could get a replacement, I substituted another 6EH7 from the transmit circuitry and continued working on the receiver section. The bad 6EH7 unshorted itself shortly thereafter, so I left it in place but bought a couple of new replacements anyway.

The following problems remain:

1.) Inadequate transmit drive on 10 and 15 meters; likely low receive sensitivity too. Guess I need to acquire a VTVM to isolate this one. It's not obvious to me where the problem is here.

2.) Hum which has been growing increasingly worse. This is the next priority! I'll check the PS caps first and try to revive if needed and possible. A previous owner replaced most of the electrolytics in the transceiver itself, so hopefully those aren't bad.

The KW2000B is a nice little SSB transceiver. The Japanese made 455 kHz mechanical filter provides very nice selectivity and I've not noticed any receiver overloading from nearby strong signals (and there are some). Heck, if I can latch onto an antenna tuner I might even try 160 meters with it.

Again, thanks for the help, advice and comments on this (Jerry, Kim, et al). I should receive a schematic of the power supply soon from Great Britain. (Thanks to Duncan Cadd.) I understand that two versions of the power supply were made; one for 220 and one for 110/220. Hopefully the differences between them are in the transformer primary circuits only. It appears that KW electronics didn't provide PS schematics to the original purchasers so anyone needing a copy let me know and I'll send one.

Regards,
Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Andy Wallace <wallace@mc.com>
Subject: Natl SW-54 knob needed (light grey), also who gets BABY BLUE one?
Message-ID: <9511140155.AA05147@kali>

Hi, all!

Still backed up on the mail, be patient if you think I'm ignoring you....

A kind BAer was kind enough to send me a grey knob to replace one on my new National SW-54. But get this...the knob is too DARK! The one he sent is a dark grey, with a white dot, and the dot is on the same side as the flat end of the shaft.

What I need is a LIGHT GREY knob, a la NC-98, with a RED dot and the dot being OPPOSITE the flat end of the shaft! Got one?

For trade I may offer this dark knob (if the owner doesn't want it back) or the BABY BLUE knob which was on my SW-54. What in the heck National used a BABY BLUE knob? It has a red dot opposite the flat of the shaft. Wasn't the NC-190 blue? I didn't realize National made two (or more) shades of grey knobs, much less a powder blue one.

73,
--Andy
wallace@mc.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Nick England <nick@cs.unc.edu>
Subject: Re: Natl SW-54 knob needed (light grey), also who gets BABY BLUE one?
Message-ID: <199511141307.IAA29912@altair.cs.unc.edu>

NC-270 and NC-155 were also blue - electric blue - really really shocking hippie psychedelic blue.

far out,
Nick KD4CPL

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Lrware@aol.com
Subject: Re: oil filled caps from old BA's
Message-ID: <951113225856_105834886@emout05.mail.aol.com>

Fellow BA'ers: at Stans request I'm posting this to all of you:

Excerpt's from: w7ni@teleport.com
>Please post what you learn about this.

>It might be one of those case of feeding 10 gallons of it to a laboratory
>rat and finding out he's not thirsty anymore.

>I just took a huge oil filled cap out of my big linear amp power supply that
>was boiling inside. Has a lot of leakage. I don't know if it contains
>PCBs.

Hi Stan, The mail I've gotten back is all over the place: From "don't worry about it, just chuck it in the trash," to "Call the HAZ-MAT team NOW!"

However the "slim" consensus seems to be: not dangerous unless burned, possably including "boiling in place". Several seemingly sane BA'ers pointed out that PCB's (if in the oil) degrade into Dioxin's only when burned. And that the Dioxin compounds are the real problem.

Examples: (edited for space)

Excerpt from: rmote@rain.org (Ray L. Mote)
>reached the guy in SPAWAR (Space and Naval
>Warfare Systems Command) who deals with HAZMAT-type stuff. He told me
>hat PCB's were in common use from about 1929 to around 1979, in
>capacitors, transformers, etc.

Excerpt from jas@shiva.com (John Shriver)
>If it was labeled Pyranol or Dykanol, yes, it is PCB oil. The big
>danger of this stuff is that it is incredibly toxic if burned -- gives
>of small amounts of Dioxin. Otherwise, it is somewhat carcinogenic,
>accumulates in your liver (where else?). Plenty of Superfund sites
>are contaminated with it.
>Yes, it is Hazardous Waste.

Unfortunately my cap was labeled: 4uF 600 WVDC   ;^)

One gentleman was kind enough to tell me a quick test for PCB loaded oils,
"If it won't float on water, it's got a lot of PCB's in it."
I wish I'd saved his mail so I could give him credit here...
(Mine sank by the way... OH UH..)

Another nice gent suggested sending it to the dump in a sealed container,
(paint can, etc). I took him up on his suggestion after calling my local
sanitary landfill and bouncing form bureaucrat to bureaucrat for a couple of
hours. Found out that in my area they have a drop-off point for household
HAZ-MAT items. Private citizen can use for FREE!
Will wonders never cease?

- Larry Ware
lrware@aol.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: don merz <71333.144@compuserve.com>
Subject: SCR-399: $2800
Message-ID: <951113223644_71333.144_DHB54-7@CompuServe.COM>

The current issue of the MVPA's SUPPLY LINE magazine has the following
ad in it:

> SCR-399 Radio Shelter with most radio equipment made to go
> in CCKW cargo body. Asking $2800 OBO. Frank Buck, PO Box 610,
> Mountain Home, PA 18342; 717-629-3310 or 717-595-7117 evenings.

This is the WWII workhorse with Halli BC-610 and BC-342 receivers. Pretty
rare. Not a bad price actually. I reached for the phone...and then decided I
value my marriage too much.....

73, Don

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: aa4rm%amos.UUCP@mathcs.emory.edu (Marty)
Subject: Slow Variac run-ups: The electrolytic torpedoe
Message-ID: <9511141344.AA02518@amos.YP.mystnite>

I've seen "a slow variac run-up" as the good practice preamble to "then
the electolytics blew" too many times now.

THE PROCEDURE doesn't produce enough emission in the oxide filament
rectifiers (5R4, 5Y3, etc) until about 80 primary volts. Then it's too
late, the electrolytics het hit with motst of the operation B+ voltage
all at once.

A much better procedure is to lift all bleeders off gnd., disconnect the
unit's heater winding, then series, say, a 20k-10w wirewound between the

rectifier (tube or s-s) and the filter chain.

If the electrolytics can re-form, they'll show it by rising to their design max. voltage. If they won't reform, then they'll stay stuck at a low voltage. Don't worry abt. filter n/w downstream overvoltages, the effective static resistance lowers as applied voltage goes past design spec and the 20k resistor just dissapates more).

I've seen 20 hours of re-form time needed. The electrolytics know what they need & I defy anyone to tell just how fast to turn up the variac or to refute the 80v-in oxide filament rectifier conduction knee.

Hope many of you find this refutation of "good practice" informative, inoffensive, and useful.

Best,

Marty

PS a side effect here is that you can measure interstage cap. leakage fast under this test set-up. You can also apply b+ to the avc line & check things there. I just did a friend's HQ129x this way and had her going to spec in under an hour (yezz - alignment was still perfect).

one interstage coupler, 2 avc line caps, no electrolytics, no tubes (they're vacuum sealed for freshness, you know)

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: clarke@next3.acme.ist.ucf.edu (Thomas Clarke)
Subject: Re: Slow Variac run-ups: The electrolytic torpedoe
Message-ID: <9411141516.AA12083@next3.acme.ist.ucf.edu>

Marty writes:

I've seen "a slow variac run-up" as the good practice preamble to "then the electolytics blew" too many times now.
THE PROCEDURE doesn't produce enough emission in the oxide filament rectifiers (5R4, 5Y3, etc) until about 80 primary volts. Then it's too late, the electrolytics het hit with most of the operation B+ voltage all at once.

I have committed heresy and have made two solid state rectifiers for just this purpose. One is on a 4 pin plug for replacing 80's, another is in an octal for 5Y3, 5U4 etc. I wired several hundred ohms of resistance from each filament pin to the place where the cathodes of the diodes meet (I used two 1000 piv diodes I had in series

for each leg to hopefully improve longevity). The resistors are
only a watt or so since I don't intend to operate with these things,
just to gently form the caps. When I'm not lazy, I unplug all the

tubes so that there is little load on the SS plug ins.

Just plug in the SS replacements and slowly run up the variac.
A meter across a convenient circuit point shows whether the capacitors
are behaving. The caps can be fed very low voltages this way.

Hey! I should add a test point to the cathode of these things

coming out the top so I don't have to find a point to monitor voltage!

73

Tom Clarke
KE4VFH

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: triesz@mailhost.dpie.gov.au (Ted Riesz)
Subject: Subscribing
Message-ID: <199511140723.SAA25449@conargo.dpie.gov.au>

Could you please send me details on subscribing to boatanchors
Regards
Ted Riesz (triesz@dpie.gov.au)

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Tek scope selenium rectifier replacements
Message-ID: <199511132055.OAA04647@zoom.bga.com>

As jmartin@hrlban1.aircrew.asu.edu said

>
> BA'ites,
> Are silicon diode replacement kits still available for those older Tek scopes
> having selenium stacks? If a person wanted to do their own, would 1N400x
> type diodes work properly? What series resistors should be used? Or are
> the replacement component values peculiar to the scope model?
>

Stan Griffiths can fill you in on the availability of kits and
schematics for the kits. I'll comment on the design of the silicon

diode mods, in case you are going to do "roll your own" engineering. I suspect that the kits aren't available from Tek any more, and if they are, they are $$$$$$. One solution is to root around for a parts scope that has a mod kit with the correct mechanical configuration. I think that any kit in any of the 530-540 series will fit mechanically in any of the others, but if you are using a kit installed in a 531 to redo a 545, you'll have to change the resistors.

Tek used a variety of diodes in the power supply. So far as I can see, 1N4007's (1 amp 1000 volts PIV) should work in any of the 530-540 setups. Actual inverse voltage in most of the supplies is nowhere near a kilovolt. Thhe nominal current in a 545 +100 supply is 890 ma., so you do need the current rating.

Keep in mind that when Tek converted to silicon diodes in new design, they also changed the transformers. You'll notice that the +225 supply uses a separate bridge in the older scopes, but is a combination full-wave and bridge circuit with the 300 supply in the "A" scopes. Don't just assume that the circuit in a 545A will work in a modified 545.

The series resistors on the mod kits had two functions. One was to limit the surge current on power up, to prevent blowing the diodes. The other is to provide some voltage drop between the bridge and the regulator, so that the regulator will stay in range on both high line and low line. These values do vary between models. In many positions, a 10 ohm 10 watt resistor works, but the kits have both higher value resistors and shunts across 10 ohm resistors. The kit data sheets have the values for the various models. There has to be sufficient voltage for the regulators to work at 105 volts line. They should drop out of regulation if you go much lower. In actuality, the drop-out point varies between models. If the resistance is too low, the risk is that the regulator tubes will over-dissipate or go into cutoff on high line. Also remember that plug-ins present different loads to the supplies. The test plug-ins like TU-7 have provision for testing high and low plug-in loads.

Making a "roll your own" set of supplies should not be too difficult. Tek built these up on bolt-in sheet metal, and gave "practical wiring" instructions for connecting them. I would definitely get the Tek data, even if I were rolling my own. There isn't any real reason why you can't just install some terminal strips on the sheet metal web where the seleniums were mounted. You'll have to drill some holes and do a mechanical layout for five bridges (20 diodes) and the resistors, somewhat like what the construction of the 545A uses. I'd use ceramic strips for terminal strips. The purists will howl that is "isn't original" and so forth, but I try to train the test equipment that's on my bench to work reliably, and originality comes second with blue collar electronics around here. You can, of course, use phenolic strips, but you'll need a bunch of them, and they'll stand out like a 1932 Ford Roadster at the Indianapolis speedway.

Stan's recommendation to avoid scopes that have seleniums in them is one that I agree with, but I wouldn't turn down a clean scope with a good CRT just because it hasn't been converted. However, a Tek scope that still has seleniums in it in 1995 has been a shelf potato for a lot of its life. To me, that's a warning that I may be looking at a real electrical dog, unless it is a "low usage" model like a 310. Most Tek scopes were bought to work hard for their living, and a "low mileage" scope, unless there is some clear explanation for it, can be a signal that there's major trouble inside. The usage profile for a Tek scope is like that of a broadcast transmitter, not a Collins receiver. It impresses me that there is still useful mileage left in a 40 year old scope with 10,000-plus operating hours on it.

--
****
Hank van Cleef vancleef@bga.com vancleef@tmn.com
****

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: w7ni@teleport.com (Stan Griffiths)
Subject: Re: Tek scope selenium rectifier replacements
Message-ID: <199511141147.DAA12178@desiree.teleport.com>

John Martin said,

>BA'ites,
>Are silicon diode replacement kits still available for those older Tek scopes
>having selenium stacks? If a person wanted to do their own, would 1N400x
>type diodes work properly? What series resistors should be used? Or are
>the replacement component values peculiar to the scope model?

The official kits are not available from Tektronix but I have seen some in instruments that are being parted out.

The basic diode specs are 400 volts at 1 amp in this application. 1N3194, 1N5060, and 1N4004 are a few of the types that have been used.

The resistor values vary with specific instrument type and serial number. If you send me the type and serial number, I can make a copy of the instructions from microfiche for you. It will cost about $5 for copies and postage. You will get a schematic diagram, parts list including specific resistor values, and the orignal step by step installation instructions.

Stan W7NI@teleport.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: w7ni@teleport.com (Stan Griffiths)
Subject: Re: Tek scope selenium rectifier replacements
Message-ID: <199511141147.DAA12184@desiree.teleport.com>

Hank van Cleef said,

>Making a "roll your own" set of supplies should not be too difficult.
>Tek built these up on bolt-in sheet metal, and gave "practical wiring"
>instructions for connecting them. I would definitely get the Tek data,
>even if I were rolling my own. There isn't any real reason why you
>can't just install some terminal strips on the sheet metal web where
>the seleniums were mounted. You'll have to drill some holes and do a
>mechanical layout for five bridges (20 diodes) and the resistors,
>somewhat like what the construction of the 545A uses. I'd use ceramic
>strips for terminal strips. The purists will howl that is "isn't
>original" and so forth, but I try to train the test equipment that's on
>my bench to work reliably, and originality comes second with blue
>collar electronics around here. You can, of course, use phenolic
>strips, but you'll need a bunch of them, and they'll stand out like a
>1932 Ford Roadster at the Indianapolis speedway.

I have quite a lot of salvaged ceramic strips available that can be used to mount the diodes on if you are doing your own. At least they will look like they belong there. I ask 10 cents per notch for the strips plus a couple of bucks for shipping. You need to get the instructions from me, look at how you want to lay it out for your particular scope, figure out what size and how many strips you need, and let me know. I include the plastic mounting hardware with the strips.

For 50 cents more, I will throw in one of those little spools of silver-bearing solder that Tek is so famous for.

Stan W7NI@teleport.com

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: don merz <71333.144@compuserve.com>
Subject: Trade, FS, WTB ER Ads
Message-ID: <951113173542_71333.144_DHB92-6@CompuServe.COM>

Trade/For Sale/WTB

CONTACT: Don Merz, N3RHT: 47 Hazel Drive, Pittsburgh, PA 15228.
412-234-8819 (weekdays, EST or leave a message anytime).
71333.144@compuserve.com

For Sale:

Collins branded 807 tube, used, good. Trade for 2 NOS 807's or $14

These ads will be in next month's Electric Radio in case anyone is interested.

> FOR TRADE: National R-115 speaker, NC-183D original manual, NC-173 original manual, 1 pair of SW-3 coils, SCR-274N FT-220A black 3-receiver rack, military RBZ original manual. WANTED: TM 11-805 (SCR-197), Jefferson Travis 350A manual, Gonset Communicator IV (6 meters) manual, Gonset Communicator IV (220mhz) manual, SX-62B manual, matching speaker for National NC-101 or NC-100, BD-77 dyno for BC-191. Don Merz, N3RHT, 47 Hazel Drive, Pittsburgh, PA 15228, 412-234-8819 EST weekdays.
>
> WANTED: Military TS-164/AR manual, RBH-2 manual, Electrocom FSC-250 manual, BC-191 accessories: BC-306A, FT-142, BC-309, BD-77, FT-107, Navy Bureau of Ships WWII Radio and Sound Bulletins. Don Merz, N3RHT, 47 Hazel Drive, Pittsburgh, PA 15228, 412-234-8819 EST weekdays.
>
> FOR SALE: Hallicrafters SX-42, looks great, untested: $150; Heathkit Mohawk, working, looks good except 1 small knob wrong and chipped dial drum: $150; Military RBM-4 200kc-2mc receiver, nice, untested: $99; RBM-4 original manual: $39 PPD; Don Merz, N3RHT, 47 Hazel Drive, Pittsburgh, PA 15228, 412-234-8819 EST weekdays.

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: wally@mindy.sys.sdl.usu.edu (Wally Gibbons)
Subject: Tube Tester Help
Message-ID: <9511131914.AA02617@mindy.sys.sdl.usu.edu>

Greetings,

Became the owner of a tube tester this last weekend.
Signal Corp. Model I-177-B
Manuf. Supreme, Inc.
Very Clean, but no book showing operation/tube settings in the lid.

Anyone have a book which I can get a copy of? Anybody know where all those tube tester books go, seems like half the tube testers I have seen have no books. Must be the same place that the backs of old bcb sets go...

Thanks for any help.
-wally@mindy.sys.sdl.usu.edu
Wally Gibbons, WB7ASQ

From boatanchors@theporch.com Tue Nov 14 14:31:00 1995
From: List Admin/Owner BoatAnchor Mail List <listown@jackatak.theporch.com>
Subject: Two New additions to the archive/ftp
Message-ID: <9511140729.aa04958@jackatak.theporch.com>

Gang-

Please carefully read and follow these instructions if you have interest in these new files which are in the ftp and email archive for retrieval.

Those who carelessly send their requests to the list as a whole will be dealt with individually, and given remedial assistance ;^)

Andrew Dumas, after an absence, has updated the For Sale *and* Wanted files for the archiver...

They are *NO* *LONGER* in a single file, but are split.... furthermore, Andrew finds himself somewhat overwhelmed by the effort required to maintain the entire process, and will continue to update and post the "Wanted" list, but needs a volunteer to take of the "For Sale" listing... If you are one of the many who think of For Sales as an integral part of the BoatAnchoring process (I do, but my dance card is real full just now ;^) put your effort into this project instead of sitting back and firing shots at those who are willing to work a bit.

And now for the files...

The file names are:

BA.wanteds
and
BA.forsale

to retrieve them, send mail *only* to:

listproc@theporch.com

and, in the body of the email, type:

```
get boatanchors BA.wanteds
```

or (and?)

```
get boatanchors BA.forsale
```

That is all it takes... no magic, and bloody little effort, and the files will be returned in email virtually instantaneously (that said, there will be a brief outage this afternoon as our provider re-tests and asserts a line that has been a bit flakey of late... so give it a moment if you can)

PLEASE, let's not have *anyone* send their requests to the list address... there is a special punishment for those who can't follow directions, and I really think the above is simple and clear... (though I certainly would welcome a better suggestion... ;^)

--
73
Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)
- - - BoatAnchor Mailing List Owner - - -
listown@jackatak.theporch.com-"Plus ca change, plus c'est la meme chose"